

TNS

0406Z 04 DEC 64

S E C R E T

TO : DIRECTOR

25X1A FROM :


ACTION:

INFO :

TOR: 0532Z 04 DEC 64

ROUTING INT	
1	
2	
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9	

OS4/1-15

PRIORITY

25X1A

IN-60897

25X1A

25X1A

PRIORITY

INFO

CITE

OXCART FLTEST OPS

Posse

1. ARTICLE 131 MADE FLIGHT ~~ON~~ 3 DEC 64, [REDACTED] 26 m. p.  
 TAKEOFF AT 1500 HOURS, FOR 1 HOUR 11 MINUTES. MISSION SYSTEM  
 G TEST. GROSS WEIGHT 11,300 LBS, CG: 20.9, TAKEOFF DISTANCE  
 7200 FEET, TAKEOFF SPEED 225 KNOTS, TEMPERATURE 49 DEGREES, WIND  
 300/12, MAXIMUM SPEED 2.92 MACH, MAXIMUM ALTITUDE 80,000 FEET.  
 TIME OVER 2.0 MACH 45 MINUTES, TIME OVER 2.6 MACH 30 MINUTES,  
 TIME OVER 2.8 MACH 20 MINUTES, TIME OVER 50,000 ALT FEET 45 MINUTES.

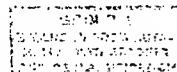
2. THE RIGHT BURNER WAS SLOW TO LIGHT BOTH ON GROUND AND IN  
 THE AIR. TAKEOFF AND CLIMB NORMAL. INLET OPERATION SMOOTH THROUGHOUT  
FLIGHT. AT 1.63 MACH A LARGE 2000 PSI HYDRO FLUCTUATION OCCURRED.  
 ALTHOUGH NO CHANGE IN CIP'S NOTED, SMALL AMPLITUDE FLUCTUATION  
 IN LEFT AND RIGHT HYDRO SYSTEMS WERE NOTED DURING FLIGHT. RUN FOR  
 SYSTEM G TEST WAS MADE AT 2.8 MACH, 77,000 FEET ALTITUDE IN MAX  
 AB. KEAS BLED OFF TO 315 (2.72 MACH) WHERE UPON INLET BECAME ROUGH.  
 BOOMED BASE AT 72,000 FEET.

3. DURING DECELERATION AT 1.85 MACH TURNED ON K.F. AT 1.82

USAF review(s)  
completed.

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S E C R E T



S E C R E T

25X1A

[REDACTED] (CIN-60807)

PAGE TWO (2)

25X1A

MACH LARGE AMPLITUDE HYDRO FLUCTUATIONS. [REDACTED]

AT 1.4 MACH. PILOT CAME UPON AIR WITH H.F., COULD NOT CONTACT GROUND, ALTHOUGH GROUND COULD HEAR ARTICLE ON H.F.. LANDING NORMAL. CHUTE DEPLOYED BUT WOULD NOT JETTISON UNTIL 4-5 CYCLES.

END OF MESSAGE

S E C R E T